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9 February 1959

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We received your Quarterly Estimate of Aircraft Production in the Sino-Soviet Bloc, 4th Quarter, 1958 and have studied it with great interest. I might say that we are very glad to know that you will be publishing on a quarterly basis in the future. It is unfortunate that

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This situation does have its advantages, however, in that it creates a very good reason for our useful and en-

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As you probably know by now, no one from our office will be traveling until later in the spring. Because of this, suggested you might like a very general idea, via letter, as to our comparative current positions. On the whole, our differences are slight - obviously confirming the fact that great minds run in the same channels!

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Seriously, in the heavy bomber category, by the end of 1958 we estimate 95 Bison had been produced with only three completed during the fourth quarter. Two (possibly one) are believed to have been produced in October, none in November, and one (possibly two) in December. Checking with he believes two were produced in January 1959 and none so far this month. We still feel that production is phasing out. Our position on Bear production has not changed since the Conference.

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Our published figure for cumulative production of the Badger through 1958 is only 29 aircraft lower than yours, and that's because of our rounding policy. However, there are important differences when the figures are compared plant-by-plant. Also, I should mention my current plans to reduce production at Kazan' by approximately 90 aircraft on the basis of

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presented in our fourth quarter 1958 publication, the estimate was: approximately 640 Badgers produced at Kuybyshev, about 1,000 at Kazan', and 170 at Voronezh. I am sure that most of our differences result from varying interpretations, and from the fact that, as you know, I have been phasing Badger out of production at Kuybyshev. I am more convinced than ever now that production either has ceased entirely there or will within the next few months. As to total production at Voronezh, which may or may not cause you to lower your estimate. At least I do believe that you will understand our estimate better.

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We are in close agreement on total Camel production. On the basis [REDACTED] however, I believe Khar'kov reached a production rate of two per month in January 1958 and continued at this rate at least until August and probably longer. [REDACTED] information, I've carried production at Omsk as one aircraft per month. It seems to me quite possible that we both are low in our estimates of total Camel production. As to turboprop transports, our estimates currently are somewhat higher than yours. The only one we really are firm about, however, concerns the Coot. We believe about 60 Coot had been produced by the end of the year. Although our figures for current activity at Tashkent agree with yours, I don't even like to mention it because I still regard the production [REDACTED]

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We are in close agreement with you on fighter production figures as well as on most of the miscellaneous aircraft figures. [REDACTED] however, is in the process of revising Hound production estimates for Plant No. 387 on the basis of the newly [REDACTED] His tentative conclusion is that roughly 1,000 probably had been produced by the end of 1958.

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I find, from the length of this letter, that it is much simpler and more pleasant to discuss these matters with you. I imagine that even just mentioning the items of most interest, I have created more questions than I have answered.

I wish it were possible to say that I will see you in the spring. However, since I have tendered my resignation effective on 8 May 1959 and, even if I still am here, am not sure who will be sent this time, the prospect of visiting you again appears doubtful. I surely will miss my work and the friends I have made throughout the community.

Please let me know if you have any information which might change our estimates as sketched above, or if you have any questions in regard to our differences.

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[REDACTED] has asked me to inclose the following inquiry:

In DEAP Minutes of the Fourth Annual A-B-C Aircraft Production Conference 5 through 12 November 1956 on pages 43 and 44 a portion of a letter read by [REDACTED] is reproduced. Can you find out on what day in June 1956 the plant visit, described in the letter, occurred?

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Sincerely,

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[REDACTED]

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